

Jan'y 30.

January

January 31

BIG DAY FOR GILL NETTERS.

FLEET OF "ONE DAY OUT" CHAPS LANDED 55,000 POUNDS.

Sch. Elizabeth N., of Bucksport, is here today from the Bay of Islands, N. F., and brings a big cargo, consisting of 750 barrels of salt, 130 barrels of pickled and 700 barrels of frozen herring.

Only four of the ice-bound fleet at Bay of Islands and Bonne Bay now remain to come, they being schs. Miranda from the former place and schs. Gossip, Smuggler and Bohemia from the latter bay. The Bohemia is fast in the ice and must remain until spring.

The little fleet of gill netters did well yesterday, bringing 55,000 pounds of fresh fish. On account of the storm of the morning, all are held in port today.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Steamer Ibsen, gill netting, 4000 lbs. fresh fish.
- Steamer Alice, gill netting, 4000 lbs. fresh fish.
- Steamer Quoddy, gill netting, 6000 lbs. fresh fish.
- Steamer Eagle, gill netting, 3000 lbs. fresh fish.
- Steamer Naomi Bruce, gill netting, 4000 lbs. fresh fish.
- Steamer Mindora, gill netting, 600 lbs. fresh fish.
- Steamer Rough Rider, gill netting, 5000 lbs. fresh fish.
- Steamer Margaret D., gill netting, 6000 lbs. fresh fish.
- Steamer F. S. Willard, gill netting, 3500 lbs. fresh fish.
- Steamer Prince Olaf, gill netting, 4500 lbs. fresh fish.
- Steamer Nomad, gill netting, 5000 lbs. fresh fish.
- Steamer Enterprise, gill netting.
- Steamer Bethulia, gill netting, 6000 lbs. fresh fish.
- Steamer Venture, gill netting, 4000 lbs. fresh fish.
- Sch. Elizabeth N., Bay of Islands, N. F., 750 bbls. salt herring, 130 bbls. pickled herring, 7000 bbls. frozen herring.
- Sch. Jeanette, via Boston.
- Sch. Jorgina, via Boston.
- Sch. Mary E. Silveria, shore.
- Sch. Edith Silveria, shore.
- Sch. Little Fannie, shore.

Jan'y 30.

TODAY'S FISH MARKET.

Salt Fish.

- Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
- Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
- Salt "drift" codfish, large \$5.25, medium \$4.75.
- Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
- Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
- Haddock, \$1.75.
- Pellock, \$1.75.
- Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
- Hake, \$1.87 1-2.
- Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
- All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

- Haddock, \$1.15 per cwt.
- Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
- Cusk, large, \$1.80, medium, \$1.20.
- Snapper cusk, 60c.
- Hake, \$1.45.
- Dressed pollock 90c; round 80c.
- Bank halibut, 16c per lb. for white and 11c for gray.

Bait Prices.

- Frozen bluebacks, \$2.50 per cwt.
- Frozen herring, \$2.75 per cwt.
- Fresh herring, \$2.50 per bbl.
- Frozen squid, \$3.75 per cwt.

Jan'y 30.

Number of Fishermen.

In the fishing business Maryland has 42,812 persons employed; Virginia, 29,376; Maine, 16,956 and Massachusetts, 14,365.

Alaska's Fisheries.

In his report for the year 1911, ending June 30, last, Territorial Governor Clark writes as follows of Alaska's fish industry: "The total investment during the year amounted to \$20,711,422. The finished product was 214,536,433 pounds, with an export value of \$13,259,859, showing an increase of 12,553,195 pounds and \$2,078,471 over the products of 1909. Over 15,000 were engaged in the industry, over 6000 whites and the remainder Indians and Orientals."

Porto Rico Market.

Arrivals of fishstuffs at the various ports of Porto Rico for the week ending January 16, as reported in the market later of S. Ramirez & Co., were 261 tierces codfish, 38 of haddock and 35 of pollock. Prices on the date mentioned were unchanged from the previous week, being \$7.25 to \$7.50 per hundred pounds for codfish, and \$5 to \$5.25 for pollock and haddock—all these quotations of course, on the usual net ex wharf basis.

The Gulf Is Closed.

A field of ice that covered the ocean like a carpet was encountered off Cape Race, N. F., by the steamship Rochambeau, which arrived at New York yesterday from Havre. The liner steamed for several hours through the heavy ice field.

Fishermen Adrift on Ice Floe.

Nine hundred fishermen are drifting on a gigantic ice floe between Narva and the Pitkapaasi Islands, off Finland. The danger to the men is not imminent unless a storm breaks from the north.

Will Back a Freezer.

The Sandwich, Mass., board of trade is ready to back a fish freezing plant as well as a fish canning factory if a location can be obtained on the banks of the Cape Cod canal.

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Pacific Halibut Figures.

According to figures compiled by a Seattle, Wash., broker, the December halibut catch amounted to 1,186,100 pounds, valued at \$109,714. The reason for the small catch was the weather conditions, which prevented operations by the fishermen. Halibut fishing according to the report of the British Columbia fisheries, has shown a steady increase from year to year.

Pensacola 1911 Receipts.

Receipts of snappers, groupers and beach fish at Pensacola for the year 1911 aggregate more than 10,000,000 pounds according to statistics recently compiled. Pensacola's snapper fishery is growing, and it is believed that a bigger business will be done this year with the greatly increased fleet.

Race to the Fishing Grounds.

Schs. Albert Geiger, Emily Cooney, Clara R. Harwood and Dorothy of the Pensacola fleet sailed for the Campechy grounds last Friday. The Pensacola News says the crafts were towed outside at the same time and it will be an interesting race to the grounds and home again.

High Figure on Cod.

The price of fish in Lunenburg on Wednesday reached \$7.59 per quintal.

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Boston Fish Trade Worked Up.

The fish trade in Boston is greatly worked up, says the Fishing Gazette editorially. The reason is a leading firm of fish merchants on T wharf have disposed of their fine business to a syndicate, who will probably corral others when they get ready to make addition to their first purchase. It is not known who the buyers are, but it is taken for granted it is a well-known corporation with headquarters in the West. February 1 is the day set for transferring the property.

THE BANKERS OF PROVINCETOWN

SALE OF WHORF FLEET MARKS PASSING OF THE INDUSTRY THERE.

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HISTORY OF SALT CODDERS FROM 1760 TO PRESENT TIME.

The past week sale of the schooners American, Gladstone, Monitor and Lottie Brynes—comprising the Whorf Provincetown fleet of Grand Banks salt codfishermen—to the Gorton-Pew Fisheries Company of Gloucester, not only marks the passing from Provincetown of a hary industry, but the complete abandonment of the work by one who had been uninterruptedly engaged thereat since 1862—50 long years ago, says the Boston Herald.

The birth date of Provincetown's salt codfishery is unknown. It is not known when the inhabitants first fitted and sent out vessels to fish foreign waters, but as far back as 1760 a Provincetown salt codfishing schooner brought home a baby girl that had been rescued from a tide-bared rock, where she had been marooned—presumably to drown at the flooding of the tide, in the "Tittle," while homeward bound from the Gulf of St. Lawrence.

Provincetown Incorporated in 1727.

The business began there, doubtless, in the second quarter of the 18th century, shortly following the town's incorporation, 1727, but whatever the date, the business continued to be the town's principal industry until about 1890.

From its inception until the late '80s of the last century the business proved mainly successful, but periods of fish scarcity were not unknown.

In 1802 the eight men of the schooner John, 66 tons, were engaged 19 weeks on the Grand Banks procuring a cargo of 800 quintals of cod, while in the following year the same vessel fished 22 weeks on the same field before completing loading.

As early as 1803 Provincetown vessels secured cargoes of cod at Labrador, and continued to do so every successive season until the outbreak of the war of 1812, when the vessels were laid up, their crews engaging in shore fishing in small boats. At the close of that war the vessels were re-engaged in the foreign codfishery.

Only one vessel went to Labrador in 1815. The rest of the town fleet went to the Grand Banks. They found cod very abundant. Some of them made two, some three, voyages that season, which proved a period of prosperity, in marked contrast to the lean years of the warring period. The largest vessel belonging to the port at that time was the schooner Neptune, 98 tons, carrying eight men. She made two trips that season, taking 1200 quintals cod on one trip that lasted only 12 weeks and three days.

Fleet Increased in 1816.

The year 1816 saw the fleet increased by several sail. The fleet found fish less plentiful than on the year next preceding. In 1817 the fleet went again to the Grand Banks, but found less fish than in 1816. Again in the succeeding year they tried that field, but the fishing proved a failure, so, after spending a few weeks there, they proceeded to the Gulf of St. Lawrence and there secured full cargoes.

As a consequence, the town fleet frequented Labrador and Gulf of St. Lawrence waters exclusively for several years thereafter. But in 1824 the Freedom, 55 tons, making a lone quest of the Grand Banks, met with rich success. Vessel after vessel turned that way in succeeding years and by 1831 a big fleet was again frequenting that ancient fishing ground and the Labrador field had been abandoned.

In 1835 the schooner Lucy Mary, Atwood, master, 59 tons, six men, fished only six weeks on the Grand Banks, but secured her full complement—572 quintals when dried for market.

From that time until a quarter century ago the Grand Banks fishery was extensively prosecuted by local fleets.

Biggest Fleet Sailed in 1867.

The biggest fleet, numerically, sailed in 1867, probably. In that year 91 schooners, of which 78 went to the Grand Banks and 13 to the Gulf of St. Lawrence, represented Provincetown in the salt codfishery. They brought home 78,607 quintals of salted cod and 15,056 quintals of salted halibut.

To show that the fleet was a sizable one in other years it is stated that 65 vessels were engaged in 1852, 81 in 1853, 87 in 1854 and 83 in 1855, while in 1876, following a period of moderate reverses, only 63 vessels were engaged at the work.

Then there occurred a revival of the industry and the biggest fleet, tonnage considered, ever locally engaged went out in the years from 1879 to 1886 inclusive.

That fleet numbered no more than 60 sail, but they were fine and new, mostly, and capable of bearing double the cargoes of the older fleet, they averaging 2400 quintals capacity and carrying crews of from 16 to 30 men.

The early 80's were prolific years, certain banks, notably Quereau, yielded prodigally. Vessels secured 3000 quintals cod on trips that lasted only two months from day of sailing to day of arrival home, and vessels having newly salted cod "kenched" between deck-house and quarter-rail and other "kenches" built up forward of the cabin trunk, in addition to full holds, left banks for home, sunken dangerously in the water by skippers.

Crews Made Money Easily.

Crews received so much money each per trip, the amount being named in advance. They made big money in quick time, and the captains, who went on "shares," won great wads of yellowbacks as quickly. To prove the statement: one young master gave in 1882, his savings, amounting to \$1800 together with a note for \$1200, in exchange for the quarter part of a new schooner built for his captaincy. He went to the Grand bank that summer, but stayed at home, while his schooner was fruiting, the following winter. The sum of \$4200 was due him, representing his summer "share" and his part of the vessel's winter earnings, when the settlement for the year was made.

But the tide turned—turned so fiercely that the skipper who succeeded the young captain in 1883 lost \$206 on "shares" that season.

Grand banks and Quereau cod crops failed miserably and off hand. Vessels that took full cargoes in two months in 1882 had difficulty in securing from one-third to one-half of a cargo in 1886 and fortunes were lost quicker than they had been gained, owners and captains being the sole losers—voyage expenses being as much failing the securing of a fish as when the ship came home filled with cod under the crew wage and crew feeding system practiced by the "sharersmen"—outfitters, and, after a few years of calamitous endeavor the great majority of the vessels were withdrawn.

Philip A. Whorf Gives Up.

Since 1891 the fleet has been small. Only four small sail were engaged in 1898. Eleven vessels made a last stand in 1899. In more recent years the number of sail has varied, averaging not more than five per year, but through thick and thin, through good and bad report, Philip A. Whorf, last of the "Old Guard" of local outfitters, a man who engaged as owner in 1862 and as agent and managing owner in 1865, has stuck manfully, grimly, to his self-enforced task of attempting to win a paying harvest from an infertile field.

Long ago he saw the last of his formerly numerous contemporaries give up the struggle, but he, brimming with pluck and hopeful ever, has struggled resolutely on, resolved to achieve success, seeing meanwhile his little fleet dwindle from time to time as wave and rock have brought about the undoing of this and that one of the number.

Retains but One Vessel.

Now he, too, convinced that further endeavor is useless, has given up the fight—reluctantly and, except for the Governor Russell a craft added to the fleet two years ago by a small syndicate, Provincetown's once huge Grand bank fleet has passed into the discard.

Agent Whorf is 70 years old—he looks 15 years younger. The vessels of his fleet from 1865 to the time of the recent sale were: Schs. Camilla, Florence, Willie A. Jewell, Charlie F. Mayo, Wenonah, Lottie Brynes, Edith McIntyre, Grace F. Littleton, Hattie Weston, Willie A. McKay, Gladstone, Monitor and American.

MARKET DULL AT T WHARF.

FEW OFF SHORES IN AND PRICES STILL SAG DOWNWARD.

Among the arrivals at T wharf this morning is the new sch. Frances S. Grueby, Capt. Enos Nickerson from her second haddock trip. Capt. Nickerson made a short trip and secured 46,000 pounds, mostly haddock.

Sch. Rex is also at the dock with 52,000 pounds, sch. Georgiana, 51,000 pounds, and the steam trawlers Spray and Surf with 30,000 and 38,000 pounds each.

Only a few of the shore boats are in, most of the fleet being in port on account of the storm.

Prices offered on haddock ranged from \$1.25 to \$2.75 a hundred weight. Large cod sold from \$5 to \$6, markets, \$3 to \$3.50; hake, \$4.25; pollock, \$3 and cusk \$2.25.

Boston Arrivals.

The fares and prices in detail are: Sch. Rex, 50,000 haddock, 2000 cod. Sch. Frances S. Grueby, 45,000 haddock, 1000 cod.

Sch. Spray, 29,000 haddock, 800 cod. Sch. Surf, 37,000 haddock, 700 cod. Sch. Harriett, 7000 haddock, 800 cod, 300 hake.

Sch. Belbina P. Domingoes, 6000 haddock, 800 cod.

Sch. Walter P. Goulart, 7000 haddock, 500 cod, 200 hake.

Sch. Georgiana, 50,000 haddock, 1500 cod.

Haddock, \$1.25 to \$2.75 per cwt.; hake, \$4.25; large cod, \$5 to \$6; pollock, \$3; market cod, \$3 to \$3.50; cusk, \$2.25.

When Is a Hake a Codfish?

Evidence was heard last week in suit for an injunction sought by Max Cohen of Baltimore, Md., to restrain Philip Goldschmidt, of the same place from interfering with a codfish route which Cohen says he purchased from the latter for \$425. Cohen claims that Goldschmidt is seeking his codfish trade by selling hake to Cohen's customers and showing them how to make codfish cakes with it. Fish experts were called in to differentiate between cod and hake and samples of both filled the lawyers' tables.

Aimed at Porgy Catchers.

Capt. J. A. Curtis of Richmond has introduced a bill in the Virginia legislature to prohibit the catching of fish inside of Cape Henry to be used for oil or fertilizer. The bill is aimed at the menhaden fishing, which Capt. Curtis claims is destroying the food fish industry.

Mustn't Disturb Clam Flats.

By the provisions of the bill just introduced in the New Jersey legislature the use of any power or mechanically propelled boat which churns up or disturbs the clam flat bottoms is prohibited, and a violation of the law entails a forfeiture of the boat and all apparatus therein.

Ice At Newfoundland.

The mail steamer Prospero, owing to the heavy jam of ice could not get any further north than Seldom, N. F., last Wednesday. She left Seldom at noon for Fogo, but was forced to return again. She left again in the evening, coming south, on her way home to St. John's.

Went Out on Steam Trawler.

Capt. George Hamor, who recently secured a pilot's license arrived in Boston yesterday on the steam trawler Foam, having made the trip out to see how the beam trawling method of fishing is conducted. The Foam was gone four days, and fished day and night, securing 61,000 pounds of fresh fish.

Bait Scarce on South Coast.

Owing to existing weather conditions there promises to be a shortage of bait for the Fortune Bay and Placentia bay banking fleets for the spring trips. In consequence, the voyage will not open so early as last year, and it is said some of the owners do not contemplate spring trips.

Good Stock.

Sch. Ingomar, Capt. Horace Wildes, stocked \$1996.34 as the result of her recent haddock trip, the crew sharing \$36.33 each.

Eelgrass Shipments.

Eelgrass shipments from Yarmouth, N. S., have lately brought higher prices than formerly, writes U. S. Consul Fleming under a recent date to his Government at Washington, D. C. He says he was informed by dealers that \$15 per bale of 2000 pounds was paid for the last shipments. The names of Yarmouth dealers in eelgrass may be had from the Bureau of Manufactures, Department of Labor.

Capt. Clark Was Pilot.

Capt. William Clark who commanded the sch. Harry A. Nickerson of this port last season, came up from Halifax as pilot in the steamer Scotsburn, now discharging a cargo of salt cod for the Cunningham & Thompson Co. The Scotsburn will proceed to Boston after discharging to load freight for home. Capt. Clark will accompany her back.

Portland Fish Notes.

Several of the Portland fishing vessels came in Monday with small fares, most of them having only about 2000 pounds. The crews report it very rough on the fishing grounds, it blowing heavy and intensely cold.

Going After Codfish.

Capt. Norman Ross will now go to Fortune Bay, N. F., in sch. Blanche for a load of salt codfish, which has been purchased by Davis Brothers. He is all ready to sail and will leave the first favorable chance.

STORM KEEPS THE BOATS IN.

ONE MORE NEWFOUNDLANDER
HAS POKED ALONG SINCE
LAST REPORT.

Sch. Gossip, another of the Bonne Bay herring fleet that escaped the ice has arrived home and brings a cargo of 800 barrels of frozen herring, and 50 barrels of pickled herring for the Gorton-Pew Fisheries Company.

Sch. Teazer which disposed of her halibut and fresh fish fare at Boston brought down 3000 pounds of salt cod.

The storm of yesterday kept the little fleet of gill netters inside. Only few of the shore boats arrived consequently the fresh fish market was extremely quiet.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Gossip, Bonne Bay, N. F., 800 bbls. frozen herring, 50 bbls. salt herring.

Sch. Teazer, via Boston, 6000 lbs. salt cod.

Sch. Esperanto, via Boston.
Sch. Valentinna, shore.
Sch. Annie and Jennie, shore.
Sch. Actor, shore.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shuck cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut, 16c per lb. for white and 11c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.75 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$3.75 per cwt.

TO STOP BEAM TRAWLING.

Fishing Gazette Says That International Agreement is Necessary.

The Fishing Gazette says editorially:

"New England fishermen have organized to stop beam trawling in the waters of the Atlantic coast of the United States, and a broad and drastic measure aimed to bring about that result is now before Congress. This nation may stop beam trawling in its waters, Nova Scotia and Newfoundland can prevent it in their respective inshore fisheries, but who is going to stop the steamers of the European nations? What is needed is an international agreement on the subject, as The Fishing Gazette has pointed out repeatedly. On the face of things there is much to commend the beam trawl. The troublesome bait question is eliminated, and also the practice of fishing in dories away from the vessel, which causes such a large proportion of the loss of life among the fishing fleet. While Great Britain and the United States might, in deference to the opinion of most fishermen, adopt restrictive or prohibitive measures in relation to the beam trawl, it must be remembered that France also sends a large fleet annually to the Grand Banks. It was the retaliatory action of Newfoundland in shutting off the bait supply from the French that led the latter to come back with the beam trawlers in self-defense."

Gone Down Home.

Capt. William Wharton and James Fralic, who have just returned from Bay of Islands, N. F., left yesterday on a visit to their homes at Liverpool, N. S. Both skippers will return the first of April to fit for salt fishing.

Ice in the Straits.

Ice is reported in the Straits of Canso preventing crafts from getting to Port Hastings and the northern entrance to the straits.

Towed to Boston.

Sch. Massachusetts towed to Boston this morning, where she will take out her fare of frozen herring.

On the Railways.

Sch. Marjie Turner is on Parkhurst's railways.

Sch. Fannie A. Smith is on Burnham Brothers' railways.

Shark Meat for Sturgeon.

It has been publicly charged that shark meat is being sold as sturgeon in the markets of San Francisco, Cal.

SCH. TEAZER GOT OVER \$5000.

Capt. Peter Dunskey of the sch. Teazer holds the record for big stocks to date in the winter's fisheries this season, having realized \$5094.33 as a result of his recent halibut trip.

Capt. Dunskey struck a fine market on both his halibut and fresh hake fare at Boston and brought 6000 pounds of salt cod here. The crew, who are fishing on the quarters will get about \$145 clear, the stock and share being not only the largest for several winters, but among the biggest for several years in the fresh halibut fishery.

To Conserve the Lobster.

The Fishing Gazette says editorially:

"Massachusetts has at last awakened to the threatened obliteration of her lobster fishing, and the fisheries commission has sent a bill to the legislature to try and conserve this industry. It is patterned after the Maine law, which has been found so efficacious, and if enacted into a law, as it probably will be, it is hoped it will so be enforced that the lobster crop of Massachusetts will in a few years be as large as it used to be in the past."

Frozen Herring Notes.

Sch. Alert towed to Boston this forenoon where she will take out her frozen herring.

Sch. Sylvia sailed for New York today to discharge her frozen herring.

PRETTY QUIET THIS MORNING

ONLY ONE STEAM TRAWLER AND
THREE SHORE BOATS AT
T WHARF.

After an active market for the past three days, fresh fish receipts dropped at T wharf this morning, with only one shore and three off shore arrivals, aggregating less than 70,000 pounds among them.

The steam trawler Swell is in from a short trip, her haul being for about 43,000 pounds. The other crafts are the shore boats Sadie M. Nunan, Manomet and Dixie.

Haddock still hold low and were sold this morning at \$1.25 to \$3.25 a hundred weight. Large cod brought \$6, markets \$3.50, hake \$4 to \$6, pollock, \$4.50 and cusk, \$2.25.

Boston Arrivals.

The fares and prices in detail are:

Sch. Sadie M. Nunan, 9000 haddock, 400 cod, 2000 hake, 300 cusk.

Sch. Manomet, 8000 haddock, 700 cod, 1000 hake.

Sch. Swell, 43,000 haddock, 600 cod.

Sch. Dixie, 3500 cod.

Haddock, \$1.25 to \$3.25 per cwt.; large cod, \$6; market cod, \$3.50; hake, \$4 to \$6; pollock, \$4.50; cusk, \$2.25.

Portland Fish Notes.

Nearly 75,000 pounds of fish were received in Portland Tuesday when the members of the local fleet came in after a cold night outside. The following fares were reported: George H. Lube, 7000; Albert W. Black, 10,000; Katie L. Palmer, 9000; Albert D. Willard, 7000 and Hockmuck, 6000, for the F. S. Willard Co.; Topsail Girl, 12,000; Angie B. Watson, 5000; Lochivar, 4000; Fanny Reed, 3500; Watauga, 2000; Mary E. Sinnett, 4000; Pantooet, 4000. For all this amount was larger than has been received in one day for some weeks, the price still remained firm.

Some of the small boats lying in the ice in the upper docks at Portland have received injuries the past few days. One at Brown's wharf has been cut through by the ice and is full of water, while a 25-foot motor craft at Union wharf belonging to Alec Busby filled and sunk, but will be pumped out and floated today.

Fishermen at Portland Tuesday were exchanging friendly visits between vessels by walking across the ice of the docks. In all directions the footprints could be seen in the light snow that fell Tuesday on the ice.

An idea of the thickness and weight of the ice in Portland's dock was obtainable Tuesday when the tug Startle went to the dock between Union and Merrill's wharf to break out the Rena A. Percy recently purchased at this port. The Startle started things all right, but she plowed through ice that was from 12 to 15 inches in thickness for a distance of about 500 feet up the dock.

Putting On Searchlights.

Capt. Enos Nickerson has had a searchlight put aboard his new schooner, the Francis S. Grueby, and worked it to good advantage Tuesday night in coming through the heavy snow storm. Searchlights have also been installed on several of the big schooners at this port, which frequent the Cape Shore, and Capt. Albert Larkin now has one aboard his sch. Laverna.

Another Gill Netter Coming.

Another addition will be made to the local gill netting fleet before summer, it is understood. John McCann of Beaver Island, about 32 miles northwest of Charlesvoix, Michigan, will come here next week to look over fishing grounds and a place to land. He commands one of the steamer fleet in the lakes, and intends to bring his craft to these waters.

Gone After Salt Cod.

Sch. Blanche sailed for the Newfoundland treaty coast this morning for a cargo of salt cod.

Fishing Fleet Movements.

Schs. Ellen C. Burke and Evelyn M. Thompson were at Liverpool, N. S., Monday.